


 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: IAD96LA066		Aircraft Registration Number: N776FE	
		Occurrence Date: 04/23/1996		Most Critical Injury: None	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place WASHINGTON	State DC	Zip Code 20041	Local Time 2141	Time Zone EDT	
Airport Proximity: On Airport		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Cessna		Model/Series 208		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On April 23, 1996, at about 2141 eastern daylight time, a Cessna 208, N776FE, operated by Mountain Air Cargo, Inc., in Denver, North Carolina, sustained substantial when it tipped onto its left side while taxiing in gusty wind conditions at the Washington Dulles International Airport, in Washington, DC. The pilot, the sole occupant of the airplane, was not injured. Visual Meteorological Conditions prevailed, and an instrument flight plan was filed. The accident occurred while the pilot was taxiing the airplane to runway 30 for departure, with an intended destination of Richmond, Virginia.</p> <p>The pilot reported: "After being cleared by the tower to taxi into position and hold on runway 30, the aircraft began to skid on the threshold markings causing the airplane to lose traction and the wing to raise up on the right side." He stated the airplane tipped over, coming to rest on the left wing and propeller. He reported that the wind continued to blow the airplane after it tipped, and it skidded off the runway onto the overrun. The pilot stated that the winds were out of 300 degrees at 17 knots, with gusts to 30 knots.</p> <p>The pilot indicated that he felt like he had taken every precaution and that the cause of the accident was the gear starting to slide on the painted surface which was slick in spots from an earlier rain storm.</p>					
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Landing Facility/Approach Information					
Airport Name WASHINGTON DULLES INTL	Airport ID: IAD	Airport Elevation 288 Ft. MSL	Runway Used 30	Runway Length 10501	Runway Width 150
Runway Surface Type: Concrete					
Runway Surface Condition: Wet					
Type Instrument Approach: NONE					
VFR Approach/Landing: None					
Aircraft Information					
Aircraft Manufacturer Cessna		Model/Series 208		Serial Number 208B0273	
Airworthiness Certificate(s): Normal					
Landing Gear Type: Tricycle					
Homebuilt Aircraft? No	Number of Seats: 2	Certified Max Gross Wt.	8750 LBS	Number of Engines: 1	
Engine Type: Turbo Prop	Engine Manufacturer: P&W		Model/Series: PT6A-114A	Rated Power:	
- Aircraft Inspection Information					
Type of Last Inspection AAIP	Date of Last Inspection 04/01/1996	Time Since Last Inspection 28 Hours		Airframe Total Time 2869 Hours	
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? Yes	ELT Operated? No	ELT Aided in Locating Accident Site? No			
Owner/Operator Information					
Registered Aircraft Owner FEDERAL EXPRESS CORPORATION		Street Address 3101 TCHULAHOMA			
		City MEMPHIS	State TN	Zip Code 38118	
Operator of Aircraft MOUNTAIN AIR CARGO INC.		Street Address PO BOX 488			
		City DENVER	State NC	Zip Code 28037	
Operator Does Business As:			Operator Designator Code: MTNA		
- Type of U.S. Certificate(s) Held:					
Air Carrier Operating Certificate(s): Cargo; Supplemental; On-demand Air Taxi					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 135: Air Taxi & Commuter					
Type of Flight Operation Conducted: Unknown					

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First Pilot Information																																																																																				
Name		City		State	Date of Birth	Age																																																																														
On File		On File		On File	On File	35																																																																														
Sex: M	Seat Occupied: Left	Principal Profession: Civilian Pilot		Certificate Number: On File																																																																																
Certificate(s): Airline Transport																																																																																				
Airplane Rating(s): Multi-engine Land; Single-engine Land																																																																																				
Rotorcraft/Glider/LTA: None																																																																																				
Instrument Rating(s): Airplane																																																																																				
Instructor Rating(s): None																																																																																				
Type Rating/Endorsement for Accident/Incident Aircraft? No				Current Biennial Flight Review?																																																																																
Medical Cert.: Class 2		Medical Cert. Status: Valid Medical--no waivers/lim.		Date of Last Medical Exam: 10/02/1995																																																																																
<table border="1"> <tr> <th rowspan="2">- Flight Time Matrix</th> <th rowspan="2">All A/C</th> <th rowspan="2">This Make and Model</th> <th rowspan="2">Airplane Single Engine</th> <th rowspan="2">Airplane Multi-Engine</th> <th rowspan="2">Night</th> <th colspan="2">Instrument</th> <th rowspan="2">Rotorcraft</th> <th rowspan="2">Glider</th> <th rowspan="2">Lighter Than Air</th> </tr> <tr> <th>Actual</th> <th>Simulated</th> </tr> <tr> <td>Total Time</td> <td>5241</td> <td>2840</td> <td>5162</td> <td>79</td> <td>1898</td> <td>401</td> <td>75</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td>5120</td> <td>2820</td> <td>5162</td> <td>50</td> <td>5</td> <td>330</td> <td>65</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td>1200</td> <td></td> <td>1200</td> <td></td> <td>270</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td>102</td> <td>102</td> <td>102</td> <td></td> <td>102</td> <td>16</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td>37</td> <td>37</td> <td>37</td> <td></td> <td>37</td> <td>6</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td>1</td> <td>1</td> <td>1</td> <td></td> <td>1</td> <td>1</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>						- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air	Actual	Simulated	Total Time	5241	2840	5162	79	1898	401	75				Pilot In Command(PIC)	5120	2820	5162	50	5	330	65				Instructor	1200		1200		270						Last 90 Days	102	102	102		102	16					Last 30 Days	37	37	37		37	6					Last 24 Hours	1	1	1		1	1				
- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night							Instrument					Rotorcraft	Glider	Lighter Than Air																																																																	
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Last 24 Hours	1	1	1		1	1																																																																														
Seatbelt Used? Yes		Shoulder Harness Used? Yes		Toxicology Performed? No		Second Pilot? No																																																																														
Flight Plan/Itinerary																																																																																				
Type of Flight Plan Filed: IFR																																																																																				
Departure Point		State	Airport Identifier	Departure Time	Time Zone																																																																															
Same as Accident/Incident Location			IAD	0000																																																																																
Destination		State	Airport Identifier																																																																																	
RICHMOND		VA	RIC																																																																																	
Type of Clearance: IFR																																																																																				
Type of Airspace:																																																																																				
Weather Information																																																																																				
Source of Briefing: Flight Service Station																																																																																				
Method of Briefing:																																																																																				


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Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
IAD	2150	EDT	288 Ft. MSL	0 NM	0 Deg. Mag.
Sky/Lowest Cloud Condition: Scattered			6000 Ft. AGL	Condition of Light: Night/Bright	
Lowest Ceiling: Broken		8500 Ft. AGL		Visibility: 20 SM	Altimeter: 29.00 "Hg
Temperature: 15 °C	Dew Point: 7 °C	Wind Direction: 300			Density Altitude: Ft.
Wind Speed: 20	Gusts: 30	Weather Conditions at Accident Site: Visual Conditions			
Visibility (RVR): 0 Ft.	Visibility (RVV) 0 SM	Intensity of Precipitation: Unknown			
Restrictions to Visibility: None					
Type of Precipitation: None					

Accident Information					
Aircraft Damage:		Aircraft Fire:		Aircraft Explosion	
Classification:					

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -				1	1
Other Ground	0	0	0		0
- GRAND TOTAL -	0	0	0	1	1

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Administrative Information		
Investigator-In-Charge (IIC) BUTCH WILSON		
Additional Persons Participating in This Accident/Incident Investigation: SAM STREET DULLES INT'L AIRPORT, GT BLDG WASHINGTON, DC 20041		
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